



Hongkong Daily Press.

ESTABLISHED 1857

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Optician,
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No. 19,671. 號一十七百六千九萬一第 日七十月五年酉辛 HONGKONG, WEDNESDAY, JUNE 22ND, 1921. 三拜禮 號二十月六年十國民華中 PRICE, \$3 PER MONTH.

JUST LANDED

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TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " " 15 " "
12.30 p.m. to 2.30 p.m. " " 15 " "
2.30 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAYS
Extra Car—12 midnight.
SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.30 p.m. " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 8.10 " " 10 " "
NIGHT CARS
As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
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Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.
On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS														
Stations	No. 14	No. 12	No. 8	No. 6	No. 4	No. 2	No. 11	No. 13	No. 15	No. 16	Mixed 1st class & Goods	No. 17	No. 18	No. 19
	Local	Local	Through Express	Local	Through Express	Local	Local	Local	Through Express	Local	Through Express	Local	Local	Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
CANTON (Chai Sha Tan) dep.			8.00			8.15			7.50					
SHEN CHU	arr.		9.18			11.20			6.45					
Shen Chai	arr.		11.07			11.45			6.40					
Shen Chai	arr.		11.13			8.30			6.45					
Shen Chai	arr.		7.54			8.20		11.40						
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Shen Chai	arr.		7.46			8.11		11.31						
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Shen Chai	arr.		7.22			7.47		11.07						
Shen Chai	arr.		7.18			7.43		11.03						
Shen Chai	arr.		7.14			7.39		10.59						
Shen Chai	arr.		7.10			7.35		10.55						
Shen Chai	arr.		7.06			7.31		10.51						
Shen Chai	arr.		7.02			7.27		10.47						
Shen Chai	arr.		6.58			7.23		10.43						
Shen Chai	arr.		6.54			7.19		10.39						
Shen Chai	arr.		6.50			7.15		10.35						
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CRIMINAL SESSIONS.

[BEFORE H.H. MR. JUSTICE, COMPERT
ACTING CHIEF JUSTICE.]

A TRAGEDY AT YAU MATI.

CHARGE OF MURDER.

Chan Sik Ling was charged with having on April 11th, murdered a woman named Chui Ng, at Yau mati.

The jury was composed as follows:— Messrs. R. B. Bristow (foreman), H. M. Xavier, C. T. Antonio, P. M. Xavier, W. K. Tsoi, R. Taylor and W. Yuk-lun. The Attorney-General (Hon. Mr. J. H. Kemp) conducted the Crown case and the Hon. Mr. H. E. Pollock, K.C., defended the prisoner who denied the charge.

Briefly sketching the case for the prosecution, the Attorney-General told the jury that at about 4 p.m. on May 11th, a man who was resting in a shop in Reclamation Street, Yau mati, heard a noise and went outside to see what was happening. He saw a man holding a woman and striking her. The woman's assailant ran away and the woman got up and ran after him. Both the woman and the prisoner were seen by other witnesses to enter an engineering shop in the street. The woman who was bleeding from the face collapsed as soon as she got inside the shop, and as she fell a knife was seen sticking through her trousers. It was a curious sort of knife, triangular in shape and more like a spear head than a dagger. The man was lost sight of for the time being, and it was thought that he had run out by a back door. That evening, however, a man who lived in the shop went to a cubicle to get some clothes and found the prisoner lying in the bed. The district watchman who was informed of the matter, came to the shop and pulling up the boards found Chan Sik Ling hiding there. On examination it was found that his trousers were stained with blood. When taken to the police station the man asked for his clothes to be brought to him. This was done and when they were searched a similar dagger to the one seen sticking into the woman was found. Other evidence would show that the prisoner formerly lived with the woman as husband and wife. Apparently they had quarrelled and she complained about his conduct. Eventually they separated at about the end of last March and soon afterwards she went to live with another man. She was living as that man's wife on the day of her death. The wounds appeared as though they had been inflicted for the purpose of causing mutilation rather than of killing her. When charged with the murder the prisoner said, "I admit the charge."

Dr. Smalley, medical officer in charge of the Kowloon Hospital, said that the body of the woman bore six wounds all triangular in shape, five on the body and one on the jaw. Evidence in regard to the blood-stains found on the man's trousers was given by the Government bacteriologist, Dr. Scott.

In reply to questions by Mr. Pollock, Dr. Scott said he could not say whether the knife had ever had any blood on it. All he could say was that there was none on it when it was brought to him.

INTERVIEW WITH WITNESS SUGGESTED.

During the hearing of evidence in support of the Crown case the Attorney-General told his Honour that he thought it advisable to mention that a man had been discovered speaking to the Crown witnesses. When remonstrated with the man replied that he "did not care" but perhaps his Honour would give some direction about the matter.

His Honour: Are the witnesses for the Crown not kept in a separate room? The Attorney-General: No. At present they have to be kept in the passage. I think it is a very unfortunate arrangement.

His Honour agreed that it was an unfortunate position and asked that the individual concerned should be brought before him. Questioned as to his identity the man then explained that he was the prisoner's cousin. He denied that he had spoken to any Crown witnesses and his Honour directed that the witness said to have been approached should be brought in. The witness when interrogated said that he had only been asked by the prisoner's cousin "how it was that he had gone in and come out again so quickly?" His Honour warned the offender that if it had been proved that he had molested the witnesses he must have been committed for contempt.

"Tell him," his Honour instructed the interpreter, "that he knows very well that he should keep away from the Crown witnesses. I know that he was the man's rejoinder, 'but I was only speaking to my friends.' To avoid any further trouble instructions were given that the man must remain in Court under judicial surveillance during the rest of the hearing."

THE VERDICT.

The jury found the prisoner guilty. He had been permitted, on medical grounds, to sit down during the trial and he did not even stand up for the last few moments while the Judge asked him if he had anything to say, and he replied. Sentence of death was passed with the prisoner still sitting but he got up immediately afterwards and was able to walk away in charge of the warders.

[BEFORE H.H. MR. JUSTICE J. R. WOOD,
PUNISHING JUDGE.]

SHAM SHUI PO ROBBERY.

A Chinese named Chan Yee who charged with robbery at Sham Shui Po. The following jury was empanelled:— Messrs. N. A. Harper, A. F. da Silva, D. G. Smith, A. J. Bursley, C. Onslow and E. M. Wilson.

Mr. Dyer Ball prosecuted. The accused was undefended and pleaded not guilty. The Crown case was that on the evening of May 1st, Ngan Tsoi was having his evening meal with his wife and four children in his shop at Sham Shui Po when the party was disturbed by the entry of six men, one of whom was the prisoner. Chan Yee was carrying a gun and two of his companions were similarly armed. A sum of about \$50 was extracted from a drawer in the shop counter by one of the intruders and an unsuccessful attempt was made to open a safe which contained some hundreds of dollars. Bangles and a finger ring were snatched from Ngan Tsoi's wife. Everything took place very quickly and quietly; the robbers threatening to shoot anyone who made a noise. After the men had gone away a full who had recognised the prisoner took the police to the latter's residence at Cheun Sha Wan and later Chan Yee was arrested there. There was considerable divergence between the evidence of the witnesses for the prosecution and their statements to the police. The jury returned a verdict of "not guilty" and the prisoner was discharged.

SUMMARY COURT.

[BEFORE H. H. MR. JUSTICE WOOD,
PUNISHING JUDGE.]

EMPLOYER SUES EMPLOYEES.

Judgment was delivered in the case, heard last week, in which the Kat Cheung firm, of Queen's Street, claimed from Leung Man Cook and Wan Shan, two former employees, the sums of \$143.32 and \$677.33 respectively, being the balance due for money advanced and goods sold and delivered by the firm to the defendants.

Mr. E. C. Vaux, solicitor, appeared to support the claim and Mr. W. B. Hind to represent the defendants.

It was alleged in the course of the hearing that the defendants had been employees of the firm for many years. In the books of the firm they had been credited with certain sums due from time to time and had also been debited with other sums due from them, the account being balanced and agreed to at the end of each Chinese year. The correctness of the details of the account was not disputed but it was contended on behalf of the defendants that they were not liable for any balance of account debited against them in respect of items which were more than three years prior in date to the issue of the writs. The defendants claimed that they were entitled to a clean account as between themselves and the firm commencing three years prior to the commencement of the action. According to Mr. Hind's submission any claim in respect of the earlier accounts was barred by Section 8 of the Supreme Court (summary jurisdiction) Ordinance 1873.

"It is admitted," His Honour said in the course of his judgment "that the amounts placed from time to time to the credit of the defendants in these accounts have not been appropriated by either party to the discharge of any specified liability. That being so the rule is that, in the absence of such appropriation, entries made in the defendants' favour in the books of the plaintiff firm are now presumed, each of them to have been discharged by those liabilities which were earliest in date in each case (provided that in no case was the debt discharged barred by statute) which is exceedingly unlikely in the case of a running account of the present kind. It follows therefore that the contractual liabilities of the defendants recorded in those accounts which are still outstanding are those most recent in date and those which are here assumed to be all incurred within the period of three years prior to the commencement of this action."

"The points raised during the hearing of these cases as to the general effect of the Statutes of Limitations and as to the result of part payment in reviving the legal remedy do not appear to arise for decision."

"I give judgment for the plaintiff in both cases for the claim and costs."

SPORT.

GOLF.

BOGEY POOL COMPETITION AT FANLING.

The Bogey Pool Competition played over the Relief Course at Fanling over the week-end (18th, 19th and 20th inst.), was won by Mr. J. D. Mitchell, 5 up.

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IN JAPAN PROPER

Chuzenji (Nikko) —	Kyoto —	Nagasaki —	Shizuoka —
Lakeview Hotel	Kyoto Hotel	Japan Hotel	Daitokuwan Hotel
Kamakura —	Miyako Hotel	Nara —	Tokyo —
Kanbun Hotel	Matsushima —	Nara Hotel	Imperial Hotel
Karuzawa —	Park Hotel	Nikko —	Tokyo Station Hotel
Mikasa Hotel	Miyajima —	Kanaya Hotel	Tokyo Seiyoken Hotel
Mampei Hotel	Miyajima Hotel	Nikko Hotel	Yokohama —
Kobe —	Miyajima Hotel	Osaka —	Grand Hotel
Oriental Hotel	Fujiya Hotel	Osaka Hotel	
Tor Hotel		Shimonoseki —	
		San-yo Hotel	

IN TAIWAN (FORMOSA)

Taihou — Taiwan Railway Hotel

IN CHOSON

Kyjo (Seoul) —	Changchun —
Chosen Hotel	Yamato Hotel
Fusan —	Dairen —
Fusan Station Hotel	Yamato Hotel
Shingishu —	Hoshigaura —
Shingishu Station Hotel	Yamato Hotel

IN MANCHURIA

Hotel (Mukden) —	Ryogun, Port Arthur —
Yamato Hotel	Yamato Hotel

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MOTOR CAR PROCESSION TO REPULSE BAY.

POLICE OFFICIAL ACCUSED OF CAUSING CONGESTION.

A LIVELY DISCUSSION.

Mr. Lindell's Court at the Magistracy was convened for nearly two hours, yesterday, by a duel between Mr. H. A. Lammert, and Mr. T. H. King, deputy superintendent of police, as to the rights and wrongs of incidents during a Saturday night procession of motor-cars to Repulse Bay, on June 17th.

Mr. Lammert summoned the driver of police car No. 11, for obstruction but Mr. King said that he desired to take the responsibility from the man entirely. He proposed to go into the box, but he asked the Magistrate's permission to remain in Court in order to put questions to witnesses.

The Magistrate: It is an unusual course. You ask to be treated as defendant?

Mr. King: That is so, your Worship. Mr. Lammert asked if it was in order that Mr. King should remain in Court as a witness for the defence. I asked the summons against the driver, said Mr. Lammert.

The Magistrate: Surely you would not imply that Mr. King would be influenced by any evidence that he might hear.

Mr. Lammert: Certainly not; I only wanted to know what was the correct thing.

The Magistrate: I should not dream of asking either yourself or Mr. King to remain outside in a case of this sort.

Mr. King: I am quite satisfied. Mr. Lammert: I would not make the application except that I am taking the responsibility.

MR. LAMMERT'S CASE.

Mr. Lammert gave evidence that on Saturday June 17th, he was driving his own car, No. 371, to Repulse Bay. He left town at a quarter of ten to eight o'clock. At about 8.15 p.m., when approaching Aberdeen Dock he saw lights of two or three cars ahead. After going through Aberdeen village he caught up with the hindmost car. "I noticed all the cars were going at a slow speed."

continued Mr. Lammert: "I came to the conclusion that they were a party and wished to keep together. The cars gave way and allowed me to pass, until I came up to the leading car. Thinking that he had not heard my signal, I signalled again. The driver of the car took no notice of my 'Klaxon'. This car stuck in the middle of the road and refused to let me pass. I saw it was car No. 11. I sounded the Klaxon rapidly several times and still they took no notice."

The Magistrate: With no result?

Mr. Lammert: Except that Mr. King turned round and looked in my direction. The driver of this car forced me to go into second gear at the grade after Deep Water Bay.

The Magistrate: You made no effort to pass then?

Mr. Lammert: I saw it was no use. I saw Mr. King was determined not to let me pass. After Deep Water Bay, after the rise at the corner, I thought I might try again, but the driver bore out to the right so much that he left me room to go on his left, which, of course, I would not do. Going up the incline to Repulse Bay I let the driver get a little ahead. I did not want to keep on his heels. At the bottom of the rise to Repulse Bay Hotel most cars go on top gear but I had to change to second and even then I caught up to No. 11 car. "I almost forced me into low gear."

"That is all," concluded Mr. Lammert. "I only want to know what Mr. King's idea was. It was want of courtesy, I consider."

In reply to the Magistrate, Mr. Lammert said his car was a six-cylinder Buick; he did not remember its horse power. "I forgot to tell you," he added, "the speed I was travelling at."

The Magistrate: That is what I was going into.

Mr. Lammert: My dash-board light is missing, but I consider I was travelling under 15 miles an hour. Mr. King's speed must have been under 15 miles when I was trying to pass him. Mr. Lammert explained that he could not take his eyes off the road, but he told his driver to bend down and look at the speedometer and the man reported, "about 13 m.p.h."

The Magistrate: Well, of course, that's not evidence. If you want to prove that, you must call him.

Mr. Lammert: He is coming. This was on the second causeway.

Before cross-examining as to speeds, Mr. King remarked, "I was sitting there with a watch and a speedometer, lighted, and I am going to give evidence on the point."

Mr. Lammert re-affirmed that the other cars were travelling less than 15 m.p.h.; it did not seem an effort to pass them, which he did not more than 20 m.p.h.

Mr. King: You say I turned round, Mr. Lammert, but I should only see a blaze of light should I?

Mr. Lammert: That is so.

MIGHT HAVE BEEN THE KING.

Mr. King: You don't suggest that I saw you? The King himself might have been in the car for all I could see? There is nothing personal in this matter?

Mr. Lammert: Oh! no, Mr. King, I think very highly of you, at most times. What was your speed when you passed the brick works?—The same as yours.

That would be 16 or 17 miles?—It depends whether your speedometer is correct.

When you got to the bottom of the hill, at the Golf Club, did you think you had an opportunity to pass? You said car No. 11 was going to the left a bit. Of course, you were in a control?—It might have been a trap.

There are two or three widenings. Could you have passed there?—I could have passed on your left hand side.

Not on the right?—No, you were so far over to the right.

You deny that I gave you room to pass?—I do deny it absolutely; I am on my oath.

What do you consider to be reasonable time to drive from the University to Repulse Bay Hotel?—25 minutes, or half an hour. About three quarters of an hour from the two hotels.

It is not unusual on Saturday nights to find a string of cars, say, three or four cars?—It is very unusual to see a string of ten cars as there was on this occasion, by the time I got to Repulse Bay.

Did you count the cars behind?—I did not.

Did you notice the Hotel clock when you went in?—No.

Mr. King: I did. You did not count the cars; you could not see your speedometer; you had to get into second gear at Deep Water Bay hill and you think on that account you are entitled to bring this charge.

Mr. Lammert's driver gave evidence that the speedometer read, "13 m.p.h." This was "at the spot where the tide comes up to the road."

A Hongkong Hotel garage driver, in charge of car 451, gave the speed as 12 or 13 m.p.h. He was just behind Mr. Lammert's car (371).

A Dragon Gate driver (car 333) said he was doing 13 m.p.h. when Mr. Lammert passed him. He added that "he intended to go faster but No. 11 was ahead and it was very hard to pass."

He also said: "I dared not pass the police car."

Mr. Lammert: Chauffeurs have told me that the police car very seldom allows them to pass.

The Magistrate: It depends on the speed. If the police car is going up to the maximum speed there would be no occasion to pass it.

Mr. Lammert: I agree. I use the road very often and my life is as precious as anyone else's.

MR. KING'S EVIDENCE.

Mr. King then gave evidence. They left the University at 7.50 and stopped at Repulse Bay Hotel steps at 8.25 exactly—25 minutes for the journey. At Dairy Farm hill he checked the driver and told him to go slower. On the first causeway beyond Aberdeen the road was not good.

The Magistrate: It is very bad.

Mr. King: Our speedometer there registered 13 miles.

Did any cars pass you?—No, none all the way to the Hotel. After the bad piece of road, and in the second causeway, we speeded up to 18 or 20 miles an hour. We entered the control by the paper mill.

Is that a 15 or 10 mile control?—It is a 10 mile. We entered it at between 15 and 17 m.p.h. and I told the driver to go slower. At Deep Water Bay straight we were doing 15 to 17 m.p.h.

Mr. Lammert: In a police control, your Worship.

Mr. King: Yes, in a police control, Mr. Lammert, I quite agree. There was an absolutely clear road. There was added that he heard continual soundings of a horn behind him.

Mr. Lammert: I was not continually sounding my horn. Remember, I am on my oath, Mr. King, and so are you.

The Magistrate: Please don't get excited, Mr. Lammert, and please don't interrupt. You have no right to do that.

Mr. Lammert: I am sorry, your Worship.

Mr. King: I will withdraw "continually" and say "five or six times."

Mr. King went on to explain that, through a clumsy change of gears, the driver let the speed drop to about 10 m.p.h., at the end of the control but the car took the hill at 15. Any car could have passed them there; at no part of the road could any car have passed on the left of the police car.

There followed an argument between Mr. King and Mr. Lammert as to whether that third Farm descent should be taken on high gear or second gear. Mr. Lammert said a car could go slow, downhill, on high gear. To go on second burnt more gas and wore the brakes out.

Mr. Lammert asked Mr. King if he had had his speedometer checked. "I don't doubt your word," he added, "if you swear your speedometer said 15 or 20 miles, but I say your speedometer must be out of order."

Mr. King: It has not been tested, but it is in good working order.

Mr. Lammert reverted to the opportunity given to pass the police car, in the control area, and remarked: "I might have done it in a moment of anger; I was getting annoyed at travelling all the way to Repulse Bay in your exhaust. If I had done, wouldn't you have been pleased? Then I should have been the defendant instead of you."

Mr. King: No signal was made, there. To Mr. Lammert to pass; he was not invited to wait in a trap.

Mr. Lammert replied that "sounding the horn and pulling in to the left was an invitation to pass. It was part of the courtesy of the road."

Mr. King said that according to the "K.A." the signal was a wave of the hand, forward, and no wave was given.

Mr. Lammert taunted Mr. King with being afraid to call the driver lest he should "get the story mixed up." "Let's have the driver," Mr. King, said Mr. Lammert. "Certainly," replied Mr. King.

The actual defendant, the Indian driver, who all this time had been rather out of it, was sworn. He said he had a license two years and had never had an accident. The speed of the car out of Aberdeen, that night, was 17 to 18 miles. He followed Mr. King's instructions as to speed. He did not keep to the middle of the road except when the going was bad on the left.

A discussion as to the "pot holes" in the road was introduced during cross-examination, and this led to Mr. Lammert offering to take the Magistrate out on the road "any time you like."

The witness said he gave a signal with his arm, once, for the car, behind to come on.

"That's untrue," said Mr. Lammert. The Magistrate: That is incorrect according to your evidence, Mr. King!

Mr. King said he did not see the man signal.

Mr. Lammert: That man did not signal or I should have taken him, at his word and passed him. If I had known that would be said I should have brought two witnesses from my car. We commented on the fact that he did not signal.

(Continued at foot of next column.)

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council takes place to-morrow, at 2.30 p.m.

Among the business on the Agenda are resolutions under:—

- (a) The Rating Ordinance, 1901.
- (b) The Liquors Consolidation Ordinance, 1911.

QUESTIONS.

The Hon. Mr. H. W. Bird has given notice of his intention to ask the following question:—

Will the Government instruct the Police to afford facilities to Contractors for the temporary storage of building materials on the Praya during transit from the lighters or junks in which they arrive?

The Hon. Mr. H. E. Pollock, K.O., will ask:—

1.—Has the new Telephone Cable from the Island of Hongkong to Cheung Chau, which was referred to by the Colonial Secretary in this Council on September 18th, 1919, been laid?

2.—Is it the fact that an European Sergeant is the only European Police Officer stationed at Cheung Chau, and is he constantly, in the course of his duty, absent from that Island? Is not the Government yet in a position to comply with the requests which have been repeatedly made in this Council for the stationing of a second European Police Officer at Cheung Chau?

ORDERS OF THE DAY.

First reading of a Bill intituled an Ordinance to amend further the Public Health and Buildings Ordinance 1903.

First reading of a Bill intituled an Ordinance to amend the Crown Lands Resumption Ordinance 1900.

First reading of a Bill intituled an Ordinance to facilitate the enforcement in the Colony of Maintenance Orders made in England or Ireland and vice versa, and to declare the application of the Married Women (Desertion) Ordinance, 1905, and to amend the said Ordinance.

First reading of a Bill intituled an Ordinance to amend the law relating to criminal procedure in the Supreme Court.

First reading of a Bill intituled an Ordinance to repeal the Non-Ferrous Metal Industry Ordinance, 1919, and the Non-Ferrous Metal Industry Amendment Ordinance, 1920.

First reading of a Bill intituled an Ordinance to amend further the law relating to companies.

The Magistrate: It seems to me the one material point is speed. The hold-up and inconvenience of other motorists, or anything of that kind depends on the speed. If the leading car is going at a reasonable speed, I cannot find it causes obstruction, even if it prevents other cars from passing.

Mr. Lammert: There were 6 or 10 cars behind me.

Mr. King: There is no evidence of that.

APPEAL TO THE PRESS.

Addressing the Magistrate, Mr. Lammert began: "Taking my evidence and Mr. King's as a wash-out."

Mr. King: Why should "my evidence be a wash-out?"

Mr. Lammert: Or mine either. What I mean is, we are not supposed to tell lies, and we know some of these Asiatics do, but I have four witnesses against two for the defence.

The Magistrate demurred to measuring the value of evidence by this simple arithmetical rule and remarked, also, that it did not follow that any of the speedometers were correct.

Mr. Lammert: But it is funny that all ours happen to be alike. We want to make a protest. I hope the Press have taken everything down."

The Magistrate: I expect so.

Mr. King said he was glad the case had been brought because it showed, he maintained, that his car was driven at a reasonable speed and that Mr. Lammert was trying to pass everything on the road. To drive from the University to Repulse Bay Hotel in 32 minutes, as he had done, was speedy driving, with reasonable care. To do it in 25 minutes or less would be to drive recklessly. It was night, on a busy road, and he thought the speed of the police car was, if anything, on the fast side. To allege wilful obstruction was "purely far-fetched and any driver who wished to exceed the speeds of that night was "inclined to be a scorcher."

The Magistrate pointed out to Mr. Lammert that his witnesses claimed to do the journey from the University to the Hotel in half-an-hour and Mr. King took 32 minutes.

Mr. Lammert: I only passed one car on the road.

The Magistrate: On the evidence I cannot see there is anything to show that the car was going unreasonably slow.

Mr. King: I regard this as an important case. I am aware drivers would hesitate to pass the police car. I won't say I resent, but I regard it as a distinct slur.

The Magistrate: On police methods? Mr. King: On police methods of driving.

The Magistrate: The whole summons hinges on that.

Mr. Lammert: Before you give your decision I would ask your Worship to have the speedometer tested. I don't waste my time for any spite against Mr. King or the police. I have helped the police before now.

Mr. King: I appreciate that, but as to time wasted, I have spent 1½ hours here.

The Magistrate: Including myself. Mr. Lammert challenges your speedometer. If you can prove it is correct, I shall dismiss the summons.

It was agreed that Mr. Lammert and Mr. King should come to a mutual arrangement as to testing the speedometer, and the case was adjourned until Saturday morning.

The Magistrate took the rest of the normal morning's work in the afternoon.

CORRESPONDENCE.

THE VISIT OF ARCHBISHOP MANNIX.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—Some of the letters which have been appearing in the Press with reference to the visit of His Grace Dr. Mannix, Archbishop of Melbourne, must have struck many of your readers as quite uncalculated for. This great dignitary of the Catholic Church is returning to Australia from England, and is coming to China to investigate conditions in the China Missionary Field, towards which a remarkable combined movement of the English-speaking Catholic world has been rapidly developing during the past few years. The Maynooth Mission to China has now two ecclesiastical training colleges in Ireland, one in America and one in Australia, and it is with the object of forming a first-hand opinion on the urgency of the demands of this last-mentioned institution that His Grace is coming to the Far East.

It might be mentioned that no Committee has been formed in connection with the Archbishop's visit. The present arrangement is that His Grace will preach in the Catholic Cathedral, on Thursday next on the subject of the China Missionary Field. On the same evening there will be a concert in the Catholic Union Hall, at which it is hoped His Grace will find it possible to be present. This concert is open to all Catholics who wish to attend.

This constitutes the "reception" on which so much ink has been wasted during the past few days. Similar "receptions" have been accorded by Hongkong Catholics to Archbishop Dougherty, to the French Bishops who recently visited the Colony, to other distinguished prelates at various times, and I feel sure that a reception on a still grander scale awaits the newly-consecrated Bishop of Muenchen on his return from Rome.

The writer does not, either by family tradition or personal sentiment, agree with the political views of His Grace, but your correspondents can hardly expect that fact to prevent him from extending, as a Catholic, a hearty welcome to this great dignitary of the Church, who is on a visit to the Far East purely in connection with the development of Catholic missionary activities in China.

—A. M. etc.

CATHOLIC LOYALIST.

Hongkong, 21st June, 1921.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—Kindly allow me a little space in the columns of your valuable paper to say a few words in reply to the number of senseless letters that appeared in the local papers yesterday on the above subject.

There was never any talk of a public reception. As a Prince of our Church, Archbishop Mannix is looked upon as a distinguished visitor by his co-religionists and as such he is given a reception which is confined within the precincts of the Cathedral.

Have we not this right? Are we not in a free Colony? Why, then, all these outbursts of bigotry?

Bigots! Remember we are in the twentieth century!

Thanking you, etc.—Yours sincerely, J. B. HUGHES.

Anti-Bigot.

PREVENTION OF CRUELTY TO ANIMALS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—May I, through your paper, ask everyone interested in the Society for the Prevention of Cruelty to Animals to attend the meeting advertised for Thursday, at 5.30 p.m. in Messrs. Jardine, Matheson's Board-room?

Unless sufficient people show their interest the whole thing will come to nothing.

H.E. the Governor has very kindly said he will be Patron of the Society, and it is hoped to get influential Chinese support, which is essential if the thing is to be well run, as a great deal depends on the educational side of the question.

—Yours truly, D. M. BELL-IRVING.

East Point, Hongkong, June 21st, 1921.

CHINESE PRESS OBJECTS TO BE MUZZLED.

A VIGOROUS PROTEST AGAINST THE PRESS LAWS.

The Chinese National Press Association, representing newspapers in nearly all the provinces of China, which has been holding a Congress at Peking, unanimously passed the following resolution:—

"We, the representatives of the Chinese Press from all the provinces, who have now assembled in Peking of their free will, and without the slightest interference from the Government authorities, either metropolitan or provincial, for the sole purpose of 'strengthening the position of the Press and for the effective protection of the people's rights, hereby unanimously agree that under no circumstance will we recognize the legality of the Press Laws enacted by the late despotic President, Yuan Shih-kai, or the validity of the special police regulations and rules which were drawn up for muzzling the Press by the late Yuan Shih-kai government or the Anfu administration, on the ground that they are in violation of the stipulations of the Provisional Constitution of the Chinese Republic, and also because these illegal laws and regulations were enacted by despotic rulers without the sanction or approval of the Parliament."

LANE, CRAWFORD & CO.

WE HAVE A LARGE AND VARIED SELECTION OF HALF HOSE IN

SILK, LISLE THREAD, SILK AND WOOL AND ALL WOOL.

PURE WOOL LIGHT WEIGHT SOCKS

IN PLAIN COLOURS, CHECKS, STRIPES AND EMBROIDERED CLOX.

Prices Ranging from \$1.50 to \$4.50 pr.



THIS SOCK, AS SHOWN, IS IDEAL FOR

SUMMER WEAR. IT IS THIN, COOL,

PERFECT FITTING, YET DURABLE AND

PRACTICALLY HOLE-PROOF. THE PRICES

OF INTERWOVEN ARE—

Lisle \$1.75 Silk \$3.25 pr.

OTHER GRADES OF HALF HOSE

ARE "WIRE-TIPPED" \$1.50 PR. AND

THE "LILY OF FRANCE" IN A

HEAVY SILK \$3.50 TO \$5.00 PR.

LANE, CRAWFORD & CO.

[15]

FAMOUS WHISKIES

AT REDUCED PRICES

ROYAL GEORGE—EXTRA SPECIAL LIQUEUR ... Per doz. \$40 Per bot. \$3.50

DUNVILLES TWO CROWN—SPECIAL SCOTCH ... 40 3.50

WHITE HORSE CELLAR ... 44 3.75

NAPIER JOHNSTONE—SQUARE BOTTLE ... 44 3.75

PALL MALL—GUARANTEED 11 YEARS OLD ... 45 3.80

For Coast and Ships orders of not less than 1 dozen \$12 per case should be deducted from the above prices.

LANE, CRAWFORD & CO.

COLUMBIA GRAFONOLAS

NEW STOCK JUST RECEIVED



ANDERSON'S (THE COLUMBIA SHOP)

Powell

TELEPHONE 3146.

TAILORING DEPARTMENT

WE ARE NOW SHOWING A

LARGE ASSORTMENT OF

SUMMER SUITINGS

IN WHITE SERGES CASHMERES

and

FLANNELS.

WE INVITE YOU TO INSPECT

OUR

NEW ADVERTISEMENTS

NOTICE.

THE CHINA FIRE INSURANCE CO., LTD.

THE CERTIFICATE for the Share No. 1847 in this Company standing in the name of RHODRICK, MCNEIL CAMPBELL and HENRY MORRIS of Shanghai, China, has been LOST, and if at the expiration of one month from the date hereof, the above Document be not forthcoming, another Certificate for the said Share will be issued by the Company, and thereafter no other will be acknowledged.

C. MONTAGUE EDE,
General Manager.
Hongkong, June 22nd, 1921. [1087]

HONGKONG JOCKEY CLUB

AN EXTRA GYMKHANA MEETING will be held (weather permitting) at the Happy Valley, on SATURDAY, JUNE 25th, commencing at 4 P.M.
The Charge for Admission will be \$1 for others than Members of the Hongkong Jockey Club. Refreshments and Saloon in uniform Half-price. The Stewards invite the Ladies of Hongkong to be present.
Programmes may be obtained from Messrs. NORMAN & CO., on FRIDAY, 24th JUNE, price 20 cents.
Hongkong, June 21st, 1921. [1088]

HONGKONG JOCKEY CLUB

LARSEN SUBSCRIPTION GRIFFIN
MEMBERS wishing to subscribe for one or more LARSEN SUBS. for the OFFICIAL MEETING 1921 (if obtainable at about the same price as the year 1920) will please apply in writing to the Underigned, or sign the Lists posted in the Hongkong Jockey Club Stables and the Coffee Room at the Race Course.
Members are reminded that the Lists CLOSE on JUNE 23rd.

H. BIRKETT,
Clerk of the Course.
Hongkong, June 21st, 1921. [1088]

IN THE MATTER OF THE COMPANIES ORDINANCES, 1911 to 1915.

IN THE MATTER OF THE FOO SANG HONG, LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN pursuant to Section 181 of the Companies Ordinance, 1911, that a MEETING of the CREDITORS of the FOO SANG HONG, LIMITED, (in liquidation) will be held at the Registrar's Office of the Company, No. 111, Des Voeux Road, Central, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 13th JUNE, 1921, at 4.00 P.M., for the purposes provided in such section.

WOO YEE TUNG,
Liquidator.
Dated 22nd June, 1921. [1090]

FOR SALE.

5-SEATER MAXWELL CAR. Tyres practically new; Engine just been overhauled, \$1,400 or best offer.
Apply—
Box 1091,
Care of Daily Press Office. [1091]

THE EAST ASIATIC COMPANY LTD.,
COPENHAGEN.

THE Motorship

"PERU"
Having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the bonded and/or extra hazardous Godowns of Holt's Wharf, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th June, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th June, at 10 A.M.
All Claims must reach us before the 1st July, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by MANNERS & BACKHOUSE, LTD., Agents.
Hongkong, June 21st, 1921. [1092]

SOCIETY FOR THE PREVENTION OF
CRUELTY TO ANIMALS.

A MEETING will be held in the BOARD-ROOM of MESSRS. JARDINE, MATHESON & CO.'s Office on THURSDAY next, 23rd JUNE, at 6.30 P.M., for the purpose of forming a Hongkong Branch of the Society.
Anyone interested in the Prevention of Cruelty to Animals is cordially invited to attend.

NOTICE.

WE have this Day appointed Mr. STARRLING JEX, Secretary of the Company with power to Sign per Procuration.
THE UNION TRADING CO., LTD.
Hongkong, June 20th, 1921. [1090]

NOTICE.

CERTIFICATE No. 4373 for 12 old silver shares Nos. 1487/88 now converted into 60 Gold Shares in this Society standing in the name of Rev. WILLIAM ROBERTS BEACH (Deceased), late of the expiration of one month from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society.

C. MONTAGUE EDE,
General Manager.
Hongkong, May 24th, 1921. [1094]

INTIMATIONS

G. B.
POLICE NOTICE.

HIRE OF PUBLIC VEHICLES.

THE PUBLIC are hereby notified that KOWLOON and NEW KOWLOON will in future be divided into 5 Districts to enable the public to obtain PUBLIC JIN-RICKSHAS in an emergency or when such are not available on the Public Jinricksha Stands—

District No. 1.
Tsim Sha Tsui Police District. Telephone for this district is installed in Ngan Shing Kwan's Jinricksha Depot at No. 112, Canton Road. Telephone No. K 11.

District No. 2.
Yau Ma Tei Police District. Telephone for this district is installed in Ngan Luk's Jinricksha Depot at No. 142, Canton Road. Telephone No. K 71.

District No. 3.
Sham Shui Po & Mong Kok Police District. Telephone for these districts is installed in Mow Fung's Jinricksha Depot at 38, Portland Street. Telephone No. K 361.

District No. 4.
Hang Hom Police District. Telephone for this district is installed in Chan Chan in Ting's Jinricksha Depot at 41, Cook Street. Telephone No. K 527.

District No. 5.
Kowloon City Police District. Telephone for this district is installed in Chan In Ting's Jinricksha Depot at 21, Cook Street. Telephone No. K 527.

The Public are strongly advised to impress on their employees the Telephone Number of the Jinricksha Depot nearest to their own premises so that no time may be lost in getting Jinrickshas. Should there be no Jinrickshas available in any particular Jinricksha Depot the foreman of such Depot has instruction to pass the message on to the next Depot and ensure that a ricksha is sent.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, June 16th, 1921. [1084]

G. B.

SALE by tender of W. D. Vesnel
"HERCULES"

TENDERS are invited for the purchase of the above-named vessel with Engines and Boilers and various spare stores.

Tender forms will be issued on application to the undersigned.

Tender forms, to reach the Ordnance Office, not later than 12 Noon, July 13th, 1921.

The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.

Particulars of the vessel are:—
Steam vessel.
Length ... 85 feet.
Beam ... 17 " 3 inches.
Depth ... 19 " 3 inches.
Displacement/Tonnage ... 170.
Horse Power ... 350.
Knots ... 10.
Working pressure per sq. in. 150 lbs.
Engines by Cox & Co. Palmouth.
Vessel built at Palmouth.
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JAPANESE

NEW COMMEMORATIVE STAMPS.

50th anniversary of

Postal System.

11 SENS AND 3 SENS

PICTORIAL.

at 10 cents per set of 2 Stamps.

GRACA & CO.

Dealers in Postage Stamps, Philatelic Goods
Post Cards, Toys, etc.

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AUCTIONEER, SURVEYOR AND

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TUESDAYS:—

MISCELLANEOUS GOODS.

THURSDAYS:—

VALUABLE

HOUSEHOLD FURNITURE

SATURDAYS:—

EXCELLENT

HOUSEHOLD FURNITURE. 72

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OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming

meetings, lectures and entertainments,

sent for insertion in the news columns of the

Hongkong Daily Press, are charged for at the

rate of \$1 each, (as announced in May and June

of last year) providing that they do not occupy

more than four lines. In future if this space is

exceeded they will be placed in the advertising

columns at the prevailing rates.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Borneo CK. KY, LM, LN, LR, LU,
LW, MA, MD, ME, 60.

LOST—BROWN POM. Happy Valley
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WANTED.—About \$30,000 (Sixty
thousand) at 5% (or near) for two
years on mortgage of FIRST-CLASS HOUSE
PROPERTY, with option to purchase by
Mortgage, within a period of two years.
Reply strictly confidential to Box ME, c/o
Daily Press Office. 83

PURE LOTUS HONEY. A tried and
infalible remedy for all Eye-Diseases.
Cures Cataract, Glaucoma, etc., without knife,
no harm, no pain. Cure guaranteed. Rs. 3
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Apply—
G. M. HARSTON,
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ENGINEERING, MACHINERY, &
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Permanent position. Good prospects for
energetic man.
Apply giving Age, full particulars of Experi-
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NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

CONSIGNEES per Company's Steamer.

"LAOMEDON"
FROM NEW YORK.

are hereby notified that the Cargo will be
discharged into Holt's Wharf, Kowloon, where
it will lie at Consignee's risk. The Cargo
will be ready for delivery from Godown on
and after June 20th.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are
to be left in the Godowns, where they will
be examined on any Tuesdays and Fridays
between the hours of 10.45 a.m. and noon
within the free storage period.

No claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 27th June
will be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before
the 11th July, or they will not be recognized.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 19th, 1921. [1086]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

CONSIGNEES per Company's Steamer

"LYCAON"

are hereby notified that the Cargo will be
discharged into Holt's Wharf, Kowloon, where
it will lie at Consignee's risk. The Cargo
will be ready for delivery from Godown on
and after June 20th.

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the 11th July, or they will not be recognized.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 19th, 1921. [1085]

DAIRY FARM NEWS

JUST RECEIVED.

GRUYERE CHEESE \$1.30 per lb.
EDAM \$3.50 " ball.
HADDUCKS... 0.70 " lb.
KIPPERS... 0.60 " "

THE DAIRY FARM ICE & COLD
STORAGE CO. LTD. 63

INTIMATION

OLD

BROWN BRANDY.



25 Years in wood.

Specially selected for

A. S. WATSON &
CO., LTD.

WINE AND SPIRIT MERCHANTS.

Telephone 616.

HONGKONG OFFICE: 104, DES VOEUX RD., C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 22ND, 1921.

GREAT BRITAIN AND CHINA.

From to-day's cables we learn with some approach to definiteness what the attitude of the British Government is with regard to three or four questions relating to China which have recently been subjects of much speculation. Not only have we a pronouncement by the PRIME MINISTER in favour of the renewal of the Treaty of Alliance with Japan, which directly bears upon the interests of China, but we have declarations by the UNDER SECRETARY OF STATE FOR FOREIGN AFFAIRS that the Government does not at present propose to take any action with a view to returning Weihaiwei to China; does not propose, having regard to existing conditions in China, to raise the status of the British diplomatic representative in China to the rank of Ambassador; and finally that His Majesty's Government does not propose to negotiate for the withdrawal of the British and other foreign Post Offices in China.

The latter question has recently been the subject of a Note by the Foreign Office at Peking to the Legations. It is not the first time the question has been raised, and presumably the announcement made by Mr. HARMSWORTH represents a considered decision on the part of the Government. The Chinese Government bases its request for the withdrawal of the foreign Postal Agencies in China on the fact that the existence of foreign Post Offices in Chinese territory not only constitutes a violation of this country's sovereignty but is quite unnecessary in view of the sufficiency and extent of the Chinese Postal Service. It is for the Powers concerned to judge of the necessity for maintaining these postal agencies, and as none of these agencies pay their way (unless possibly the Japanese postal agencies do), there must be solid reasons for continuing to maintain them. No one can refuse to recognise, however, the

remarkable progress made by the Chinese Postal Administration, inaugurated under the aegis of the Customs Administration and now working as an independent organisation. We are bound to say that where the Chinese Postal Administration comes into competition with the Foreign Agencies we have heard nothing in disparagement of the Chinese service; but on the contrary, much in commendation of it. The inspiring motive in this request for the withdrawal of the foreign Post Offices is political. It is evidently viewed by the Chinese as a step to undermine the castle of Extra-territoriality, and it is probable that the Powers will resist any weakening of their extra-territorial position in China until the time arrives when the laws of China and the arrangements for their administration have been brought to such a state of efficiency as to justify a consideration by the Powers of the whole position on which they will be prepared to relinquish in China the extra-territorial rights and privileges they now possess.

As regards Weihaiwei, so far as we are aware no request has been made by China to Great Britain for the return of the territory to China. The place is of little or no strategic value. It is entirely unfortified and serves but as a sanatorium for the British Fleet in these waters. So long as another foreign Power continues to occupy territory in the near vicinity, China is not likely to be anxious for Great Britain to quit Weihaiwei. The delay in the appointment of a new Commissioner for the territory has given some countenance to the idea that Great Britain has been contemplating the return of Weihaiwei to China, but Mr. HARMSWORTH'S declaration in the House of Commons effectually disposes of all supposition on the subject.

We do not know that the subject of the status of the British Minister in China is one about which there is any sense of grievance in the British communities, nor can we discover what justification exists for raising to the highest rank a Legation in a country of China's present standing in the comity of nations. Some time ago there was a proposal to raise the American Legation to the rank of an Embassy, but the proposal found no acceptance at Washington. We have heard of but one argument in its favour, and that is that in Peking, where the office of Doyen of the Diplomatic Body entails greater responsibilities than it does in most capitals, it is inconvenient and unsatisfactory to have a diplomatic representative of a minor Power, who is without an adequate staff for such additional responsibilities, holding the post of Doyen, and this would not occur if representatives of Great Powers, like Great Britain and the United States were of the rank of Ambassadors and, therefore, entitled to precedence in rotation. Whatever there may be in its favour in this respect, in all others the elevation of the Legation to higher rank would seem to be premature.

We have so recently referred to the question of the Anglo-Japanese Alliance that there is little to add except to ask the Chinese who are so anxious that the Treaty should not be renewed, whether they realise that this would be to give to Japan a freer hand to pursue in China the policy which the Chinese throughout the country have so strongly condemned, but would alone be powerless to resist? We could understand Japan not being anxious for a renewal of the alliance, which some of her aggressive politicians have condemned as restricting and hampering her policy in China; we could understand a wish on Great Britain's part to be free again of "entangling alliances"; but for China to be protesting against the renewal of the Treaty seems to us short-sighted policy, because if her protest were successful it would in our opinion remove from China the most effective guarantee she now possesses against further encroachment upon her sovereignty and independence. It is true that all the Powers have pledged themselves at some time or other to maintain the independence and integrity of China, but the objection China has advanced against the Anglo-Japanese Treaty would apply with equal force to them all—and China would be left to her own devices for the protection of her territory. It is, however, a matter in which all the Powers have a very lively interest, and they are not likely to leave it entirely in China's incompetent hands. They are as much concerned as China herself to ensure that there shall be no further grabbing of territory.

Miss H. C. Stubbs, niece of H.E. the Governor, arrived in the Colony by the s.s. *Torilla* yesterday, and is staying at Government House.

The employees of the Sunning railway have gone on strike for increased wages and shorter hours and for the removal of the present managing director who is considered a very obstinate man.

The Bishop of Victoria left the Colony yesterday for a tour in the southern part of the Diocese. He will visit Pakhoi, Yunnanfu and Nanning, and does not expect to return to Hongkong till the end of August.

The visit of the Russian Light Opera Co. to Macao is proving very successful, and a contract has been entered into for a return visit at the expiration of the Company's short season in Hongkong. The Company will open at the Theatre Royal to-morrow evening with "The Merry Widow." Booking is now proceeding.

The Rev. E. W. L. Martin, M.A., of St. John's Hall, Hongkong University, visited the Pedro Nolasco Commercial School in Macao, on Wednesday last, for the purpose of examining the pupils of the 2nd and 4th years in English. Mr. Martin congratulated the Committee and the staff on the students' proficiency in this subject.—ADVT.

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The proceedings at the Sanitary Board, yesterday, were very brief. In regard to Dr. Koch's question, the Chairman (Mr. G. R. Sayer) intimated that no reply had yet been received from the Government as to intentions towards the Board's recommendations for dealing with the mosquito pest. Mr. Sayer thought that information would come to hand from the Government "in due course."

Enthusiased with the success of the China Mail Steamship Company, which is a purely Chinese concern, and with the object of competing for a portion of the foreign shipping business, a party of Cantonese, it is reported, will soon organise a steamship company with a capital of \$4,000,000 to put a number of ships on the service between Hongkong, Honolulu and San Francisco and to sail to New York, Cuba and Panama. The name of the proposed company is to be the Chung Hwa Steamship Company.

Commander J. M. Kenworthy, M.P., who recently said he was prepared to spar three rounds with Carpenter in one of the Committee Rooms of the House of Commons, has been prevented from doing so owing to Carpenter having to leave for the United States to meet Dempsey. The Commander has an excellent boxing record. In 1906 he won the heavy-weight championship of the Navy and held the honour for 3 years. It is interesting to recall that he was, also, champion of the station when in China.

The passport regulations concerning the entry of Germans into Penang have been slightly modified. Hitherto the practice has been to allow only women and children, accompanied by their husbands or fathers, to come ashore from ships calling at Penang. The Chief Police Officer now has instructions to allow all former enemy aliens ashore provided their passports have been vided by a competent British authority. Holders of passports without this vise may also be allowed to land at the discretion of the Chief Police Officer.

The old scheme of opening Whampoa as a port is being again revived. The *Canton Times* states that a party of Chinese capitalists, recently returned from the Straits Settlements, have been negotiating with the local authorities for a charter to have Whampoa opened as a commercial port. The party is staying at the Hotel Asia but some of the members of the party will soon leave for Hongkong to consult with Chinese capitalists in that place inviting their cooperation. A very extensive scheme is presented to the local authorities embodying the construction of a harbour for the accommodation of ocean-going vessels.

We regret to record the death of Dr. D. H. Ainslie, who, some years ago, was well-known in the Colony as being associated with the firm of Dr. Stedman, Harston and Marriott. Subsequently, he took over the practice of Dr. Hartley at Amoy, but when the war broke out, volunteered for service with the Army. Since his release from military duty, Dr. Ainslie had travelled to the East as a ship's doctor and some weeks ago was taken from a Blue Funnel steamer to the Government Civil Hospital, where he died. He was buried at the Happy Valley on Monday. Residents of the Colony who remember Dr. Ainslie will regret to learn of his premature death.

The various labour strikes at Canton seem to have ended and the workers in the different trades have practically all returned to their work, amicable settlements having been arranged through the intervention of the Governor Chen Chung Ming. There are, however, strikes in the smaller establishments and friction, caused by men out of employment is reported. The *Canton Times* says that threats have been made to the managers of several small machine shops by unemployed men that unless they suspend business drastic actions will be taken to injure their business. These shop owners have appealed to the officials for protection, and the officials are now taking necessary precautions to avoid any more disagreeable happenings.

MINERS' STRIKE:

LEADER'S SIGNIFICANT STATEMENT.

IMPERIAL CONFERENCE:
PREMIER'S SURVEY OF WORLD PROBLEMS.**INTERNATIONAL CHAMBERS:**

MEETING IN LONDON.

CEYLON BANK FAILURE.**LATEST CABLES.**

[THROUGH REUTER'S AGENCY.]

IMPERIAL CABINET,
"MOVEMENT PREGNANT OF GOOD."

LONDON, June 21st.

"Statesmanlike" is the unanimous verdict of the Premier's speech. For once all parties are united under a single banner. The newspapers contrast the Conference with the League of Nations as a peace-compelling institution and a factor in world welfare. They point out that excellent as the League's ideas are it started with a flourish of trumpets but depends on a paper constitution, whereas the Empire meetings are simple and without ceremonies. The Britannic partnership has grown naturally on practical lines, comprises many races, religions, languages, and cultures, and has already successfully emerged from very severe tests.

The *Daily News* refers to the Conference as "a movement pregnant of good for the whole of mankind."

The *Daily Chronicle* refers to "the Empire based on Liberty."

The *Morning Post* refers to the Conference as "a family party."

All hope that the Conference will limit its agenda, and concentrate on few things and do those well.

EARLIER CABLES.**MR. LLOYD GEORGE'S SURVEY OF WORLD PROBLEMS.**

LONDON, June 20th.

Mr. Lloyd George began his speech at the Imperial Cabinet by dwelling on the post-war overstrain and exhaustion of nations, which was producing feverish restlessness and disinclination to steady labour, but distress in Great Britain was not so bad as after the Napoleonic Wars. Indeed, despite great unemployment and much labour unrest, there was no actual privation. This was largely attributable to the self-sacrifice of the well-to-do. He was confident that the world was slowly settling down to face realities. An encouraging fact in the international situation, was the increasing impatience with those whose were seeking to keep the world in a state of turmoil and tension. Two of the most troublesome problems of peace had been settled, including disarmament of Germany—though irregular formations in Bavaria were still giving trouble. He believed that the difficulty would shortly be overcome. The other problem, namely, reparation, baffled all financial experts for two years, but the expedient now devised seems to have given satisfaction to moderate and practical men in Europe. So far as we are able to gather that was also the view of the Dominions, which were directly concerned in it.

Mr. Lloyd George was most hopeful as regards the two remaining difficulties, namely, the fixation of the boundaries of Poland and peace-making in Turkey. Until these were settled it cannot be said that peace had been established. The first essential of peace and reconstruction was that we stand by treaties. The nations of the world realised their interdependence more than ever, and the League of Nations stood as witness of such a realisation. There might be relaxations in treaties here and there, following the discovery of conditions and with the consent all parties, but treaties must stand, where such consent was not forthcoming.

(Continued at foot of next column.)

MINERS' STRIKE.

"BOWING TO THE INEVITABLE."

LONDON, June 21st.

A significant statement was made by the miners' leader, Mr. Frank Hodges, at the annual conference of the Labour Party at Brighton. He said that the miners' leaders must assume a great deal of responsibility rather than allow a huge mass of population to go on till breaking-point came and chaos and disaster replaced discipline, goodwill and solidarity. "Maybe we shall have to bow to the inevitable forces surrounding us," he concluded.

PROTECTION FOR THOSE WILLING TO RETURN.

LONDON, June 21st.

The possibility of ugly incidents in connection with miners returning to work were realised by the Premier, who promised protection to miners wishing to resume. A large body of police rushed up to Cannock Chase, yesterday, prevented trouble by dispersing a hostile crowd of 10,000 waiting for 250 "black'gs" to leave the pits. Many other cases are reported of handfuls of miners, who were endeavouring to return to work, being prevented by powerful pickets, amongst whom women were prominent, in several districts.

EARLIER CABLES.**MEN RETURNING IN TWO COUNTIES.**

LONDON, June 20th.

The miners are returning in considerable numbers in Nottingham and Derbyshire, but reports from other areas do not indicate that the men are resuming. The leaders are urging the men not to break away till the result of the Federation's appeal to the other Unions is known.

COTTON TRADE DISPUTE.**OPERATIVES' EXECUTIVE RECOMMEND ACCEPTANCE.**

LONDON, June 20th.

The executive of the operative cotton spinners have issued a circular in connection with the difference of opinion at Manchester, unanimously recommending acceptance of the terms arranged last week. They declare that in the present state of trade better terms are impossible.

REPARATIONS PROBLEM.**RESULTS OF FRANCO-GERMAN POURPARLERS.**

PARIS, June 15th (delayed).

The exchange of views between M. Loucheur and Herr Rathenau respecting the all-important problem of reparations is to be resumed at Paris shortly. Paris and Berlin opinions consider the first results decidedly favourable. French political circles almost unanimously approved the Government's move, which is said to be bearing the mark of realisation of the policy which M. Briand advocated upon assuming the Premiership.

AUSTRALIANS' V. SURREY.

LONDON, June 20th.

At the Oval before 14,000 people in cool, cloudy weather, Surrey, on a fast wicket, made 175. Ducat scored 47 by good, easy batting.

The Australians were dismissed for 158, after poor batting (Mayne 48). Hitch captured 5 wickets for 44, and Fender took 4 for the same number of runs.

In their second innings Surrey have scored 28 for 1.

DERBYSHIRE BOWLER'S FEAT.

Yorkshire beat Warwick by an innings and 140 runs.

Derby beat Glamorgan by two wickets. Bestwick (Derbyshire) secured all ten wickets in Glamorgan's second innings for 40 runs. This feat has been not performed since Drake, of Yorkshire, accomplished it against Somerset in 1914.

LATEST CABLES.**NEW IRISH PARLIAMENT.**

THEIR MAJESTIES LEAVE FOR IRELAND.

LONDON, June 21st.

Their Majesties the King and Queen have left from Euston for Holyhead on their way to Belfast.

There was a royal procession in open carriages from Buckingham Palace. Their Majesties received an enthusiastic ovation from the crowds in the streets.

EARLIER CABLES.**PRECAUTIONS DURING THEIR MAJESTIES' VISIT TO BELFAST.**

LONDON, June 20th.

Extraordinary precautions are being taken on the occasion of their Majesties' visit to Belfast on the 22nd inst. to open the North Irish Parliament. Nobody will be allowed on the roofs along the route of the Royal procession, public-houses will be closed, and there will be extensive reinforcements of the constabulary and military, including the Irish Guards from Aldershot.

SPEAKER OF SENATE ELECTED.

The Marquis of Dufferin has been elected Speaker of the North of Ireland Senate.

LATEST CABLES.**WIMBLEDON LAWN TENNIS.****FIRST ROUND OF SINGLES.**

LONDON, June 21st.

At Wimbledon, in the first round of the lawn tennis Singles, Lycett beat Gaunt, 8-6, 6-2, 6-4, and Kleinman beat de Grenus, 6-6, 6-3, 4-6, 6-3, 9-7.

EARLIER CABLES.**SHIMIDZU'S SUCCESS.**

LONDON, June 20th.

At Wimbledon, in the world's lawn tennis championships, first round of the singles, Shimidzu beat Hotham, 6-1, 6-0.

IRISH SHOOTING OUTRAGE.**BODIES OF THREE OFFICERS DISCOVERED.**

LONDON, June 20th.

The bodies of three military officers recently kidnapped while walking in the district of Kethard were found to-day near Clonmell, where they had been shot.

CAPE-TO-CAIRO RAILWAY.**EX-GERMAN KAISER'S "IFS" AND "ANDS."**

The story of the history of the Cape-to-Cairo Railway was given in a lecture, delivered before the Royal Society of Arts, by Mr. Robert Williams.

The lecturer recalled that it was in 1897 that the first South African railway, sixty miles in length, from Cape Town north to Willington, was authorised—really the first section of the Cape-to-Cairo Railway. When Rhodes sought to bring the railway through German East Africa he went to Germany to induce the Kaiser to accord him the necessary permission, but the agreement which he was able to negotiate with the Emperor was what he described to the lecturer as "all ifs and ands," but Rhodes said to Mr. Williams: "You might use it as a lever with King Leopold" (to secure the right to extend the line through the Congo State to the Nile).

"It has often been said," continued Mr. Williams, that Rhodes' original plan was an "all-red" route, namely, British throughout, via Lake Tanganyika. But Rhodes was far too practical a man to build a railway where there was no assured traffic to make it pay. The railway had followed mineral discoveries all the length of its route from Cape Town. Why, then, should it be taken to Lake Tanganyika, as was for the time his intention? Simply because his attempts to get it through any other way had failed. To-day the railway was working out as its founder planned it would. It would be a main backbone connecting one end of Africa with the other and linking into one great system the lateral railways to the coast.

POST OFFICE ESTIMATES.**"DAILY MAIL" EFFICIENCY CAMPAIGN.**

With a view to drawing attention to the deficit of £2,500,000 in the Post Office estimates for the current year, the *Daily Mail* has inaugurated a lively campaign. The paper declares that Great Britain is behind the methods employed in Peru, where the Posts and Telegraphs have been put into the hands of business men. The captains of industry would welcome the changes of a Post Office doing business on a spot cash basis with no bad debts, or risks, and with a combined revenue of £70,000,000.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ANGLO-JAPANESE ALLIANCE.**MR. LLOYD GEORGE'S FORECAST.**

LONDON, June 20th.

Mr. Lloyd George, in his speech at the Imperial Conference, said that one of the most urgent and most important foreign questions was the relations of the Empire with the United States and Japan. There was no quarter of the world where we had more greatly desired to maintain peace and fairplay for all nations and to avoid competition in armaments than in the Pacific and the Far East. The Anglo-Japanese Alliance had been a valuable factor in that direction. Japan had been a faithful ally, rendering us valuable assistance in critical need. The British Empire will not easily forget that Japanese warships escorted transports bringing Australian and New Zealand forces to Europe when German cruisers were still in the Indian and the Pacific Oceans. We desire to preserve the well-tried friendship, which had stood us both in good stead and apply it to the solution of all questions in the Far East, where Japan had special interests and where ourselves, like the United States, desire equal opportunities and the "open door."

Not the least of these questions, continued the Prime Minister, is the future of China, which looks to us and the United States for sympathetic treatment and fair play. No greater calamity could overtake the world than the further accentuation of the world's divisions upon racial lines. The British Empire had rendered a signal service to humanity in bridging these divisions in the past, and the loyalty of the King Emperor's Asiatic people is a proof. To depart from that policy would be to fail in that duty. It would not merely greatly increase the dangers of international war, but it would also divide the British Empire against itself. Our foreign policy can never range itself upon differences of race and civilisation between East and West. It would be fatal to the Empire. We look confidently to the Government and the people of the United States for sympathy and understanding in this respect.

"Friendly co-operation with the United States," Mr. Lloyd George said, "is for us the cardinal principle, dictated equally by instinct, reason and common sense. We desire to work with the great Republic everywhere in the world. Like it, we want stability and peace based on liberty and justice. We desire to avoid the growth of armaments in the Pacific and elsewhere. We rejoice in American opinion is at present in earnest in that direction. We are ready to discuss with American statesmen any proposal for the limitation of armaments on their part, and to undertake that no such overtures would find lack of willingness. Australia, New Zealand and, indeed, the whole Empire was built by seapower, which is necessarily the basis of the Empire's existence. We must, therefore, look to measures which our security requires. We aim at nothing more, and cannot possibly be content with less."

FUTURE OF WEIHAIWEI.

In the House of Commons, Commander Bellairs suggested that the Government notify China that the Government was willing to negotiate for the return of Weihaiwei.

Mr. Cecil Harmsworth replied that the Government, at present, did not propose to take any such action.

CHINA'S STATUS.**COMMANDER BELLAIRS' QUESTION.**

LONDON, June 20th.

In the House of Commons, Commander Bellairs urged, "in pursuance of our historic mission of encouragement in China," the Government to raise the status of the British diplomatic representative in China to an Ambassador, and negotiate with the five other Powers who had post offices in China for the withdrawal of the post offices, in recognition of China as a Great Power.

Mr. Cecil Harmsworth replied that it was not proposed to raise the status of the British representative in existing conditions in China, nor to negotiate for the withdrawal of the post offices. Commander Bellairs suggested that the pledge given at the meeting of the Allied Ministers, in August, 1917, to do their best to see that China enjoyed a higher international status was being violated. Mr. Harmsworth replied that he could not discuss the matter by question and answer.

SIAMSE ADVISER IN LONDON.

LONDON, June 21st.

Mr. Elden I. James, Political Adviser to the Siamese Foreign Office, has arrived here with his wife from Washington.

FRENCH MILITARY MISSION TO JAPAN.

PARIS, June 16th (delayed).

According to the papers, Military Mission, headed by Marshal Joffre, will soon leave for Japan, stopping en route at various places in British India, French Indo-China and China. The Mission will return via America—Havas.

THE BANGKOK DOCK.**THE ARRANGEMENT WITH UNITED ENGINEERS, LTD.**

There has been some uncertainty about the meaning of the announcement recently made at a meeting of the shareholders of the United Engineers, Ltd., Singapore, with regard to an arrangement made with the Bangkok Dock Co., Ltd. The announcement made in Singapore read:—

"We have the opportunity to acquire as a going concern, the Bangkok Dock Co., Ltd., of Siam, its properties, assets and liabilities. The consideration is to be the issue by us of one hundred thousand ordinary shares of £10 each on the transfer to us of 10,000 shares of 100 ticals each which form the capital of the Dock Company." That was taken to mean that the properties, assets and liabilities of the Dock are passing for a million dollars in shares of United Engineers.

A circular letter, signed by Dr. T. Heyward Hays, Chairman of the Board of Directors, has been issued to the shareholders of the Bangkok Dock Co., Ltd., puts a rather different aspect on the matter. It states:—

For a considerable time past negotiations have been proceeding between your Board of Directors and the Board of Messrs. United Engineers, Ltd., with a view to bringing about either the amalgamation of the two companies or coming to some working agreement.

Your Board are of opinion that a working agreement would be beneficial to the Dock Company's shareholders because:

(a) Of the larger scope and earning capacity of the two companies if combined.

(b) The greater certainty of regular dividends being obtained from a company having interests in various territories as against a company having interests in one place only, more particularly during the next few years whilst the available funds of the Dock Company will be more than required to finance further development.

In the event of the exchange of shares mentioned below going through, the Dock Company will be carried on as at present constituted, namely, the name of the company, its nationality, its Board of Directors will be maintained and all contracts and obligations of the Dock Company will be carried out.

Messrs. United Engineers, Ltd., have now offered to exchange shares of that company for shares in the Bangkok Dock Co., Ltd., on the following basis:—Ten ordinary shares of the value of dollars ten each at par value in the United Engineers, Ltd., for one share of the value of ticals one hundred at par value in the Bangkok Dock Co., Ltd.

The last published balance sheets of the two companies show that the surplus of assets over liabilities in the case of the Dock Company was approximately ticals three millions; in the case of the United Engineers, Ltd., dollars twelve and a half millions. There is no question of selling the Dock for one million ticals, it is simply suggested to exchange a holding of ticals one hundred in one sound concern for one hundred of dollars one hundred in another much larger sound concern.

A meeting of shareholders will be held at the company's office at 4.30 p.m., on the 30th day of June, 1921 for the purpose of discussing the proposed exchange of shares and you are invited to attend.

Your Directors, after careful consideration, confidently and unanimously recommend the exchange of shares suggested.

CHINESE "MILITARY SECRETS."**ORDERS TO THE PRESS.**

The Wuchang correspondent of the Asiatic News Agency reported on the 12th inst.:—

The vernacular papers in this city have received orders from the police prohibiting the editors from printing military news, especially news items in connection with the sending back of the looters to their native lands in northern Hupeh. This is being done in connection with the reported wholesale massacre of the looters by the loyal troops in the vicinity of the Hankow railway station of the Peking-Hankow Line. Fully two thousand soldiers and lower grade officers were concerned in the mutiny in Wuchang. After their disarmament, about four hundred looters were shot in the various parts of the city, about an equal number escaped in different directions, while the remnants were sent out of Hankow, at Liuchuan station by special cars to Hainan station and partially by boats to the Meiyang district—where, it is reliably reported about nine-tenths of them were massacred by machine-guns and rifles without discrimination. This is reported to be the reason why the Press are not permitted to record military news, because General Wong desires to keep this information secret.

Prior to their departure from Singapore for Amoy, the Hon. Dr. Lim Boon Keng, O.B.E., and Mrs. Lim Boon Keng were entertained to a dinner at the Garden Club by members of the Club and the Chinese Chamber of Commerce. The doctor, who was one of the founders of the club, had been its President since its inception. The doctor called for Amoy on Friday, the 17th inst., on the *Yen Chiao*.

Overheard in the City during the rain: "Heavy dew, Bill, to-day." "Yes, but that's better than a heavy bill due to-morrow."

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PARIS FASHION NOTES.

[BY OUR SPECIAL CORRESPONDENT 1948EL RAMSAY.]

PARIS, April 25th.

There is, perhaps, no city in the world so maligned and misunderstood as Paris. Visitors from all parts of the world pour into the French capital every day, stay, on an average, a week or so, and then move on to fresh sights and impressions. As the majority of these visitors have a large banking account, they stay at some fashionable hotel in the Opera quarter or the Champs Elysees, they go to expensive restaurants, visit the shops in the locality, and spend one or two daring evenings up Montmartre way, finally, departing with their entire impressions of Paris and the French founded on what they have seen in these different haunts. Of the real Paris, they know nothing. Their judgment is founded on the unreal Paris, which is as cosmopolitan as New York, and on the dress which is offered to strangers in the guise of amusement and which their patronage and money alone perpetrate.

One of the most erroneous impressions visitors to Paris receive is that of French women, based naturally on the women they see on the Grands Boulevards, in smart hotels and restaurants, who are no more typical of French women than is the rest of the make-up of these places. As a matter of fact, the majority, like themselves, are strangers to Paris; or else belong to a class which is not included in good French society and is in no way ever taken as an example.

One of the points on which these unfair impressions is based is that of dress. Strangers see women with bare backs and exaggerated décolletés, others with skirts to their knees, others wearing every new freak that is launched, others again wearing as much make-up as a professional puts on for the stage, and so on. The stranger is impressed by these sights; the Parisian knows they represent only one phase of the multiple life of Paris.

As a matter of fact, there is no woman so subdued in her dressing as the French woman who is quite typical of her race. She dresses well—not to do so would be to fail in her *métier de femme*—but she dresses ever so carefully, choosing material, colour and design with an ever watchful eye on the final blending and effect. Moreover, her attention to detail amounts to a veritable cult. She spends far more thought and time on shoes and stockings, gloves, umbrellas, handbags, underwear, hair, complexion and jewelry than the average woman of other races spends on her entire dressing. As a rule, she has few clothes—a woman with a moderate income will rarely have more than two frocks a year—but, at these and every detail of hat and accessory to be worn with them are chosen with such care, the wearer always creates the impression of being elegantly dressed. A sermon might well be preached to women who aim at dressing well and inexpensively on the subject of attention to detail, the art in which the French woman is such a past mistress. For instance, nothing in the world would induce this type of woman to wear a hat trimmed with a colour which is not repeated or does not harmonise with the colour of her dress or its trimming; she would never even wear grey silk stockings (which are so fashionable now) unless the rest of her toilette were in some uniform shade harmonising with grey, or unless were repeated in the trimming of her hat, the colour of her blouse or the embroidery on her costume. Furthermore, she would never think of carrying anything but a dark bag to match her costume, or else a grey bag to match her stockings.

Such an art is the result of good taste and keen judgment, taught by one generation to another; but it also has its roots far deeper in the passion for economy which is one of the most remarkable national traits of France. By this means French women not only dress well, but they also prove that they can dress becomingly and elegantly with less than half the money most other women spend to dress badly.

Because materials are so exorbitant in price and because, also, dry cleaners have trodden their prices, navy blue frocks are most popular. For morning wear and outdoor wear, serge is chosen; for afternoon or evening wear, tulle, *crepe de Chine*, satin and other light material is worn. Changes are run in by means of embroidery, facings, braid and other forms of trimming. Stripes and checks on a navy blue ground are just coming into prominence. A tailor's suit will have a skirt showing grey or jade green stripes; the coat will be in plain navy serge and show pipings of grey or blue collar and cuffs or revers lined with one of the other colour or else braid or embroidery in one of the soft-toned shades. The blouse will be in *crepe de Chine* or *jersey de soie*, in a grey or blue shade; a navy ribbon or tulle hat will have a touch of one of these shades as trimming, and bag and umbrella will follow suit. Grey silk stockings may be worn with black patent shoes, but green or any of the other bright colours have not yet found favour with Parisians in the form of hose. Black is worn for more than tan just now, and for shades to vary a little this monotony or to tone with a dress, nigger, mole, grey, champagne and ivory are permitted. Although grey has been in favour for so long nothing points to its popularity declining—in fact, its continued popularity has had the effect of banishing white blouses from the fashion horizon and replacing them with blouses and jumpers in delicate shades of grey to match and repeated in hanging and umbrellas. Many of the latter are now showing a band of leather encircling the outer edge, and handles which become more and more decorative as the season advances. These, too, become more bulky, and are surmounted with unwieldy-looking knobs and animals' heads in carved ivory, our friend the bulldog being a prime favourite. The extreme end is no longer tapering and elegant, but retains some of the bulkiness of the handle end, so that the whole effect of a modern umbrella is now one of quaintness and quantity rather than of grace and tapering lines.

(Continued at foot of next column.)

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For any sunny days that happen to come along there are minuscule affairs in tulle, lace or chiffon, mounted on long sticks, and liable to deceive the uninitiated as being sunshades for children. These are carried in the Bois during a morning or afternoon promenade, they are much in evidence on the Promenade des Anglais at Nice, and when Madame goes motoring they are most useful, as they ward off the sun without catching too much wind and becoming unmanageable. For those who can afford such luxuries as antiques there are dainty little 18th Century affairs, with old lace and tulle, gauze, and short carved ivory handles.

At Deauville and all the fashionable gatherings this year there is ample evidence of the extraordinary popularity of white hair is enjoying just now. The days when women spent many wretched hours dyeing their hair weird shades of gold, titian red, and mauve have departed, and the hours formerly thus spent are now devoted, apparently, to brushing and massaging and oiling one's locks, so as to impart to them the maximum of sheen and polish. Anyone whose hair is not quite white does what she can to blanch the remaining dark hairs on her head in order to be quite *à la mode*. Women with white hair and a rather youthful face, for preference, with a fair amount of colouring, are dressing their hair drawn back from the ears and piled high on the head, and wearing brilliant colours as a contrast; they look for all the world as though they had stepped out of a 18th century picture. Even women with just a strand of white through their hair, instead of dyeing it as they have been in the habit of doing, are now treasuring it and making use of it as a fashionable mark of distinction and elegance. This old-world turn of fashion strikes an unusual note in a world so ultra-modern and slavishly smart.

The fashion for having something dangling from one's hat has now become so general that it is quite amusing. The idea started with turbans, the trailing piece being a more or less lengthy continuation of the material swathed round the turban shape. This form of headgear was particularly popular for theatre and masquerade wear and was carried out in rich brocades, silver and gold tissues and heavy quality satins. The turbans with the flowing ends still remain, but there are a host of improvements and modifications of this pioneer, as it were, of the "dangling" craze. Not so long ago, a hat could be any shape the wearer liked and be fashioned of any material, so long as lace figured in its composition; the license as to shape and material still holds good, but to be quite up to date, the modern hat of fashion must have a ribbon, a strand of material, or an end of lace dangling down from its brim.

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YOKOHAMA MARU ... Saturday, 31st July, at 11 a.m.
KLEIST ... Friday, 5th Aug., at 11 a.m.

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TOYOMI MARU ... Thursday, 7th July.

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PENANG MARU ... Saturday, 25th June.
MURORAN MARU ... Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Sunday, 17th July, at 11 a.m.

BRANGHAI, KOBE & YOKOHAMA.

KLEIST ... Saturday, 25th June, at 11 a.m.
YEBUSHI MARU ... Sunday, 3rd July.
MISHIMA MARU ... Thursday, 7th July, at 11 a.m.

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IRELAND AND COAL CRISIS.

MR. BALFOUR ON THE NATION'S GREAT PROBLEMS.

Addressing his first mass meeting in London since the early days of the war, at the Finsbury Park Empire, Mr. A. J. Balfour, M.P., made important references to the country's task in the two great internal problems immediately before it—Ireland and the coal dispute. He appealed for a broad appreciation of the true state of affairs in Ireland, resulting from a campaign of systematic, remorseless, and brutal assassination. The miners, he expressed his conviction, did not fully estimate the meaning of a policy which was subversive alike of constitutional liberty and sound economy, and which had infinite possibilities for evil, not only for this country, but the civilised world in general.

Mr. Balfour said he would deal with two problems which confronted the Government, but he would deal with them only on the broadest lines. The first of those problems was one which in the course of his life had been very familiar to him at times, the topic of Ireland. When the Unionist party left office at the end of 1905 Ireland was prosperous. It was orderly, it was contented. I do not at all mean that there was not a great Home Rule party, a great Parliamentary party, now scattered by events to the winds. I get much further. Every man at that date—as indeed up to the present time—possessed every liberty possessed by any Englishman and any Scotman in any part of the country.

Political liberty of the fullest type existed in the country. Mr. Balfour went on to say, and in addition the Home Rule Bill had been put upon the Statute Book; and then the moment came when Great Britain and all the international forces which made for freedom were engaged in the greatest struggle the world had ever seen. At that moment the extremists in Ireland—heaven forbid that he should charge the Irish population—thought fit to add to all the difficulties which this colossal struggle threw upon the Government, the difficulties of dealing with a rebellion in Ireland.

Parts of Ireland ever since have been in rebellion, Mr. Balfour added. And what sort of rebellion? A rebellion carried on as I think no rebellion has been carried on in any land in a civilised country before—by steady, systematic, remorseless, and most brutal assassination. (Cheers.) If that statement be accepted—and I wish to know which part of it anybody is going to deny—of what use is it trying to throw any of the blame on the Government or upon raw and relatively inexperienced forces, which under the extreme provocation, may now and then have broken the bonds of discipline and, under provocation which no every one of these anarchical critics would themselves have been able to resist, indulged in actions, which all are united in deploring? That such actions have taken place is not, I believe, denied by anybody. I have not investigated them, but I understand that to be so. But does anybody think he is drawing a true picture of the situation when he dwells upon incidents like that and forgets the broad outlines of the picture which I have endeavoured to sketch. Remember, truth, real truth—depends as much on proportion of outline as upon veracity of detail.

IF IRELAND REFUSES. In a few days the appointed day will come, and there will be elections held in the South and West of Ireland; if all the reports that reach me are true the intimidation which there prevails, and the terrorism which a violent minority is able to exercise will prevent that election being any true representation of the population. It is possible that those who control the policy in the South and West of Ireland may refuse to take any advantage of the privileges given them by the Home Rule Act, privileges in addition, moreover, to all those which I have described as being enjoyed in common with every Irishman, as well as every Englishman and Scotsman.

Supposing that happens. Supposing they refuse to exercise the legal authority of local self-government given them by the Home Rule Act; supposing you have to take refuge in the provisions contained in the statute and continue the administration by the Central Government, and supposing that, as an accompaniment, to this continuous and deliberate system of assassination is allowed or encouraged to continue, on whose shoulders is the blame for that going to rest? (A Voice: "Carson.") Is it not perfectly plain that the people who refuse to take the privileges offered to them, when the result of that would be to bring all this crime, horror, and terrorism to an end, are the people on whose shoulders, beyond all contradiction, the whole blame must rest for every tragedy which occurs in that distracted country? (Cheers.)

THE COAL CRISIS. Turning to the subject of the coal dispute, Mr. Balfour said that for the miners as a class he had personally a very high regard; they were very keen sportsmen in peace, and very fine fighters in times of war. (Cheers.) His criticism was not of individuals, but of a general policy, the meaning of which was not appreciated to the full by those whose support made it possible. Had the machinery contrived by the Legislature for dealing with trade unions—and for his part in that legislation he had no regrets—had it the least reference to the present controversy in which the Government was involved against it, will? To suppose so was a profound mistake. Nobody pretended that the employers had vast undivided resources which under a more equitable system would be poured into the pockets of the employed. The coal industry had at this moment, like so many industries in this country, to face a crisis absolutely unequalled in our whole industrial history. So little did the industry at this moment produce in the way of profit that it was difficult to see how the employers were going to finance the undertakings on which not merely their own prosperity, but the prosperity of the country depended. It was therefore, not a dispute in the true sense of the word about wages at all. (Cheers.) The miners claimed that the whole of the industry should be treated unlike any other industry, that legislation must be brought forward to carry out the scheme by force, since there was no prospect of its being carried out by agreement. Let them think of what that meant.

HOLDING UP THE COUNTRY.

This is a free country, said Mr. Balfour, and every man has a right if he likes to propound theories of industrial organisation, which he thinks will add to the wealth of any class in the community or the community as a whole. What he has not a right to do is to put a pistol to the head of the community and say, "You pass this legislation or it will be the worse for you." (Cheers.) If you do not adopt this novel scheme of industrial organisation, we shall see that your streets are unlighted, your food uncooked, your water supply cut off; the unemployed will multiply in your midst; the whole industrial machinery by which we live shall be brought to a standstill, and merely to avoid social extinction the organised will of one single industry shall be allowed to prevail over the general sense of the community. (Cheers.) That is a view which is not, in my judgment, consistent with liberty—(hear and cheers)—or with trade unionism, however you understand those words. When the miners, intelligent and patriotic, really see what the policy means and involves, they will feel that the policy on which they have set their hearts, be it good or bad in itself, is to be carried out by means which are absolutely destructive of the whole future of this country. (Cheers.) Let them remember that the industries in this country are what they live by. (A Voice: "Is there a living wage?") Is not a question of wages? To give anyone a living wage implies that that industry produces a living wage. (Cheers.) How are you going to get into this country the food which this country requires except through your industries? Although they may be in the hands of private enterprise through which only they can be made efficient—these are as much public services as a municipal waterworks or harbor works. (A Voice: "Nationalise them.")

I do not stand here to proclaim that the existing industrial system of the country is perfect, but I do most emphatically say that to attempt to improve or reform the state of things by the methods some people desire to employ can produce and will produce nothing but ruin, widespread, universal, touching all classes, and most of all, perhaps, the classes least able to bear it. (Cheers.) The notion that you can carry such a policy as that which some of our friends desire, as in the case of coal, is not only utterly subversive of the true principles of constitutional liberty, but is utterly subversive also of every sound economic principle, of everything that is going to add to that general wealth which, if you do not produce, you cannot get to the point of even fairly dividing. (Cheers.)

THE NATION'S RESPONSIBILITY. Concluding, Mr. Balfour declared that the coal dispute had possibilities of infinite evil, extending not merely to the loss of our own liberties, the destruction of our industries, and infinite suffering among the people, but to that reputation for wise and free management of public affairs which was the hope of the world. If we abandoned now our ordered freedom it would be hard indeed to rebuild it with anything like its old unbroken strength. He appealed to those who hewed coal, those who owned coal, and those who used coal—to the whole community—to meet the difficulty without any bitterness of mind, but in a spirit of fixed resolve not to give anything of our most precious possession—the heritage of freedom. (Loud cheers.)

The following resolution was carried unanimously:— That this meeting, believing that the maintenance of mutual help and co-operation among men and women is as vital to-day as it was during the war, records its determination to give unflinching support to the Coalition Government in its endeavours to solve the anxious problems which confront the nation.

WEATHER REPORT.

June 21st at 11.57.—Pressure changes since yesterday are small, except over S.W. Japan where a depression has formed. It will probably move north-eastward.

A depression is still shown over Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.30 inches. Total since January 1st, 53.68 inches against an average of 31.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	(S. or variable) winds, light to moderate; fair.
Formosa Channel	The same at No. 1.
South coast of China between Hongkong and Lamoo	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

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SAILINGS, SUBJECT TO ALTERATION

MANILA	LOONGSANG	Fri., 24th June, 5 p.m.
SHANGHAI via SWATOW	"HOFSANG"	Sat., 25th June, 10 a.m.
TIENTSIN via WHAIWEI & CHEMO	"CHEONGSEING"	Sat., 25th June, Noon.
SWATOW & CALCUTTA	"FOOKSANG"	Mon., 27th June, 3 p.m.
HAIPHONG via HAIHOW	"LOKSANG"	Tues., 28th June, 8 a.m.
BANGKOK via SWATOW	"CHUNSAUNG"	Tues., 28th June, 10 a.m.
SANDAKAN	"YANNIS"	Tues., 28th June, Noon.
KOBE via SHANGHAI	"LAISANG"	Wed., 29th June, Dlight

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Data.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Caofe.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Monday, 27th June, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENNAVY"	25th June	DOE HONGKONG
M.V. "GLENLUCE"	2nd July	25th June
S.S. "GLENSHANE"	10th July	2nd July

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENOSLE"	28th June	LONDON, ROTTERDAM & HAMBURG
M.V. "GLENGYLE"	5th July	GENOA, LONDON & HULL
M.V. "GLENLUCE"	25th July	LONDON, ROTTERDAM & HAMBURG

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Tel. No. 21 and 22 or 23 and 2294.

Cable Address

Kawakise, Kobe.

Bentley's A.B.O. 5th Ed.

and Scott's Codes.

Telephone: Sannemy

3844, 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS,

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, BIRD, KORE.

SHIPPING NEWS

ARRIVALS.

June 20th.
Anchises, British str., 2,221 tons, Capt. J. Inkster, from Shanghai, with a general cargo.—B. & S.
Hok Canton, Chinese str., 556 tons, Capt. Leung-Long, from K. C. Wan, with a general cargo.—Wo Hing.
Kanchow, British str., 1,222 tons, Capt. R. F. Sheel, from Hongkong, with coal.—B. & S.
Pera, Danish str., 3,222 tons, Capt. A. Hjalson, from Singapore, with a general cargo.—Manners & Backhouse.
Shuncheong, Chinese str., 235 tons, Capt. Lung Sam Kung, from K. C. Wan, with a general cargo.—Wai Yoi.
Tai See Ma, Chinese str., 402 tons, Capt. J. A. de Lencos, from Hoihow, with a general cargo.—Yan Fat S.S. Co.
Telenachua, British str., 1,340 tons, Capt. E. Webster, from Saigon, with a general cargo.—Wo Fat Shing.
Yechigo Maru, Japanese str., 1,957 tons, Capt. S. Sumi, from Crapaud, with lime stone.—P. A. Lapique.
June 21st.
Cheongking, British str., 1,294 tons, Capt. T. Croft, from Tientsin and Weihaiwei, with a general cargo.—J. M. & Co.
Chunghing, British str., 1,408 tons, Capt. A. D. Nicoll, from Canton, with a general cargo.—J. M. & Co.
Shiki Maru, Japanese str., 1,808 tons, Capt. T. Tsugikuchi, from Sakito, with coal.—M. H. K.
Hague Maru, Japanese str., 3,590 tons, Capt. M. Kimura, from Manila, with a general cargo.—O.S.K.
Pak Wo, Chinese str., 1,147 tons, Capt. J. Webster, from Hoihow, with a general cargo.—Yan Fat S.S. Co.
Saya Maru, Japanese str., 1,432 tons, Capt. H. Hisayami, from Bangkok, with rice.—Koon Seng.
Shantung, British str., 1,568 tons, Capt. E. Monaghan, from Canton, with a general cargo.—B. & S.
Torilla, British str., 3,189 tons, Capt. J. S. Reddock, from Calcutta, with a general cargo.—M. M. & Co.
Van Glines, Dutch str., 3,590 tons, Capt. J. Schutte, from Singapore, with a general cargo.—J. C. J. L.
Yanma, British str., 2,043 tons, Capt. F. Kennedy, from Saigon, with rice.—J. M. & Co.

CLEARANCES.

June 21st.
Annam Maru, for Kobe.
Hoching, for Swatow.
Hokai, for Bangkok.
Hosei Maru, for Canton.
Mingyang, for Swatow.
Pera, for Shanghai.
Torilla, for Shanghai.
Shantung, for Shanghai.
Shuncheong, for K. C. Wan.

VESSELS EXPECTED.

Ascanius (Blue Funnel), due August 7th.
Bolton Castle (Barber line), from New York, due end of July.
Euryalus (H.), due June 25th, p.m.
Haloric (American & Oriental), from New York, due beginning of July.
Helena (Blue Funnel), due June 30th.
Kanowna (E. & A.), due July 3rd.
Keezun (Blue Funnel), due July 27th.
Leton (Blue Funnel), due June 23rd.
Lahore (P. & O.), due June 23rd, about 10 a.m.
Kleist Maru (N.Y.K.), from London, due June 24th.
Nile (China Mail), due June 28th.
Pennang Maru (N.Y.K.), from Japan, due June 24th.
Shidzuoka Maru (N.Y.K. European line), from Kobe, due June 23rd.
Shinyo Maru (T.K.K.), due July 1st.
Togo Maru (N.Y.K.), due June 22nd.
Toba Maru (N.Y.K. New York line), due June 22nd.
Yechigo Maru (N.Y.K.), due July 2nd.

BLUE FUNNEL LINE.

S.S. "ANCHISES"

10,000 tons G/R.
 will be despatched for SINGAPORE at 4 p.m. on
 June 23rd.

For further particulars apply to:-

BUTTERFIELD & SWIRE,
Agents.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN-HONGKONG & JAVA.

FOR JAVA.

Ports of call:-Batavia, Samarang, Soerabaya, Macassar
and Balikpapan.

S.S. "CHELSEA MARU" ... sailing on or about 4th July

FOR JAPAN.

Ports of call:-Mojil, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" ... sailing on or about 23rd June
S.S. "SAMARANG MARU" ... sailing on or about 17th July.

For further particulars please apply to:-

K. SUZUKI, Manager,
No. 5, Queen's Road Central.

PASSENGERS.

ARRIVALS.

Per s.s. Torilla, on June 21st.—Mrs. H. Boyce, Miss H. Stubbs, Mr. Santry, Mr. McBride, Mr. Halsey, Mr. Holden, brand, Mr. Lamont.

DEPARTURES.

Per s.s. Torilla, on June 21st.—Mr. M. W. Barry, Mr. R. L. Burwell, Mr. M. Barredo, Mr. A. Baltasar, Mr. M. Baker, Mr. A. C. Bourrin, Mrs. A. Byron, Mrs. C. Cabral, Mrs. Chappell, Miss M. Chappell, Mrs. S. B. Cary, Mr. W. F. Chappell, Mr. B. Christiansen, Mr. A. Carmi, Mr. A. Douso, Mr. and Mrs. A. R. Davies, Mr. and Mrs. X. Dubann, Mr. L. C. Easer, Mr. J. F. Flower, Mrs. J. E. Friend, Mrs. S. Greenbaum, Mr. E. L. Gutierrez, Mr. J. Gutierrez, Mr. J. S. Gardiner, Mrs. E. G. Gorricho and family, Miss R. Hamburger, Miss M. Hallman, Miss M. Hird, Miss M. E. Hird, Mr. S. Hirata, Mda. M. Hotta and family, Mr. Hueber, Mr. and Mrs. A. Legarda and family, Mr. and Mrs. A. Lambelet, Mrs. J. G. Lewis, Mr. H. Nickelsen, Mrs. E. Nathan, Mr. M. Havarre, Miss C. Prieto, Miss J. N. Pereira, Miss R. Pereira, Mr. I. Palma, Mr. Presbytero, Miss R. C. Remedios, Miss G. H. Remedios, Mr. R. F. Remedios, Mr. C. A. Remedios, Miss C. Silva, Mr. V. Somes, Mr. F. E. Shaw, Mr. W. A. Shedd, Mr. and Mrs. K. Shinoda, Mr. R. Tamura, Miss L. M. Terry, Miss L. L. Terry, Mrs. S. J. Williams. Mrs. White.

SHIPPING MOVEMENTS.

The T.K.K. s.s. *Korea Maru* will sail from Nagasaki on the 24th instant, being due at Hongkong 25th instant, and sails from this port on July 1st for San Francisco.

The T.K.K. s.s. *Rakuyo Maru* arrived at Yokohama on the 20th instant, and sails 26th instant for Valparaiso via Honolulu, Hilo, San Francisco and South American ports.
 The P. & O. Co. s.s. *Delta* left Shanghai for this port on June 21st, at 3 a.m., and is due here on June 23rd, at about 4 p.m. She leaves for Singapore, Bombay, Madras and London on Saturday, June 25th, at 7 a.m.
 The (Doddard line) s.s. *Bolton Castle* sailed from New York via ports for Hongkong on May 22nd, sailed from Panama on the 11th instant, and is due to arrive at Hongkong the end of July.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 21st.

	Previous On Date On	Day	at	at	at
	at 2 p.m.	6 a.m.	2 p.m.	6 a.m.	2 p.m.
Barometer	29.64	29.65	29.68		
Temperature	81	78	87		
Humidity	85	94	76		
Wind Direction	SW	calm	South		
Force	3	0	2		
Weather	or	of	c		
Rain	1.54		1.19		

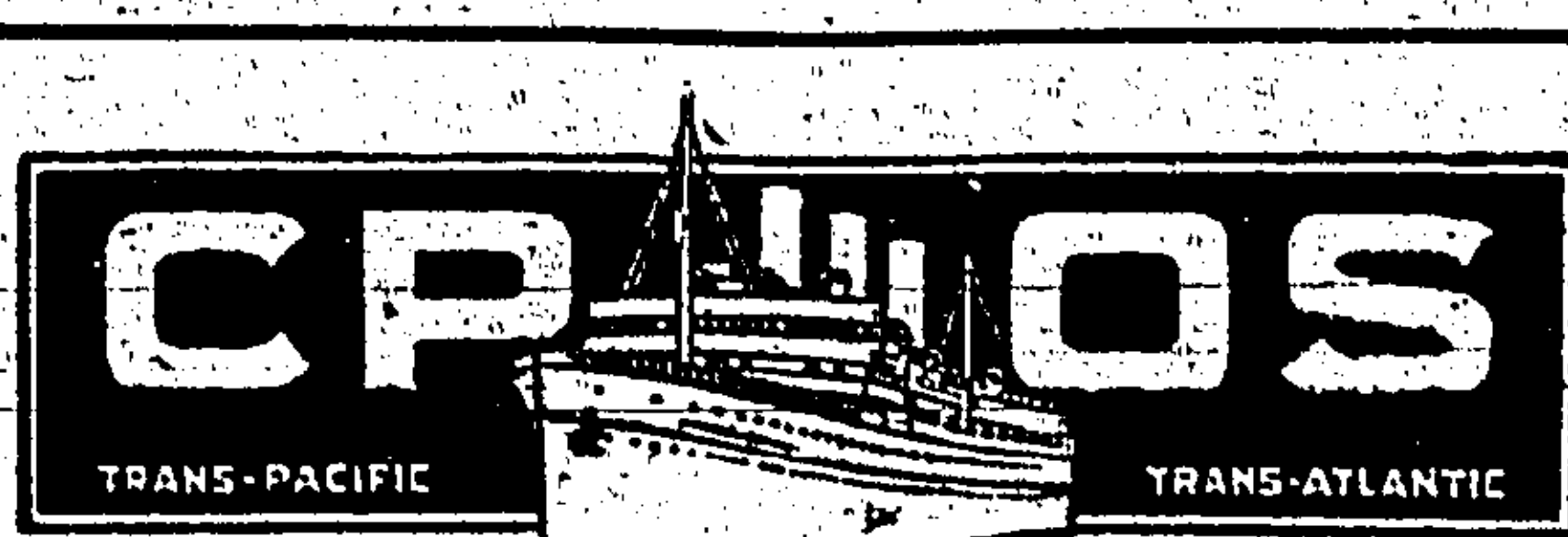
Highest open-air Temperature on 20th ... 83

Lowest open-air Temperature on 21st ... 78

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	1921		W.L. June 20, 1920	W.L. June 23, 1920
	Highest recorded	Lowest recorded		
Wuchow W. River	+79.50	-2.42	—	—
Kongmoon W. River	+14.70	-0.60	9.50	9.00
Linkongbow N. River	+57.00	—	15.50	20.00
Samui N. River	+27.25	-8.00	15.70	15.70
Sheliang E. River	+15.15	-0.98	4.13	5.42

G. W. OLIVERSON,
Engineer-in-Chief.

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Mojil), Kobe, Yokohama, Vancouver, & Montreal.

Pacific Steamer	From Hongkong	Date Vancouver	Atlantic Steamer	From Canada	Date Liverpool
E. Russia	June 23	July 11	E. France	July 19	July 26
E. Japan	July 18	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
Monteagle	Aug. 23	Sept. 16	Malta	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	E. France	Nov. 15	Nov. 22

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
Hongkong Office. Telephone 752. Cable Address GACANFAC.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger

For SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA.
 AMERICAN STEAMERS.

"ECUADOR" ... sailing Aug. 10th, 1921.

PACIFIC MAIL S.S. CO.
 Hotel Mansions, Hongkong.
 Cable Address "SOLANO"
 Telephone No 141.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU
 AMERICAN STEAMERS

"GOLDEN STATE" ... From Hongkong, July 6th. Due San Francisco, July 26th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

The s.s. "LAKE FAULK" for Singapore, Penang, Rangoon and Calcutta,
 THURSDAY Noon, 23rd June

S.S. "CADDOPPEAK" ... FRIDAY Noon, 24th June.

MANILA-EAST-INDIA SERVICE

Freight and Passenger

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE,
 CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Suez, Marseilles, Barcelona, the sea Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to:

PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

[AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.]

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

June 25th July 15th Aug. 9th

HONGKONG to MANILA

S.S. "NANKING" ... Aug. 30th

HONGKONG to SINGAPORE

S.S. "NILE" S.S. "CHINA"

June 28th July 22nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SUBRIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, 108 HUNTER STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
KOREA MARU	30,000	July 1st
SHINYO MARU	32,000	July 16th
PEBSIA MARU	9,000	July 30th, at 19.30 a.m.
TAIYO MARU	32,000	Aug. 13th
SIBERIA MARU	30,000	Aug. 27th

* Omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
CHOYO MARU	—	July 19th
GINYO MARU	16,500	Aug. 16th

* Cargo only

For full information regarding passengers freight and sailings, apply to:-

Y. TSUTSUMI, Manager.

King's Building.

Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

(24)

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)

"West Carmona" ... 24th June.

To VANCOUVER & SEATTLE (via MANILA)

"West Iris" ... 25th June

"West Canon" ... 10th July

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
 PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
 HONGKONG OFFICE:—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3005.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAVA	in port	22nd June	JAPAN
CHILDAR	JAVA	in port	27th June	JAVA
TJIBODAS	CHINA PORTS	4th July	8th July	BEJAWAN-DELI/JAVA
TJISALAK	SHANGHAI/JAPAN	15th July	19th July	JAVA

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building First Floor.

Telephone No. 1874.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings subject to alterations.

Steamers	Loading	For	Sailing on or about
"ALOHIBA"	June	AMSTERDAM & HAMBURG	24th June
"BRIELLE"	July	ROTTERDAM & HAMBURG	20th July
"RADJA"	Aug.	AMSTERDAM & HAMBURG	16th Aug.
"TJIMANOEK"	Sept.	ROTTERDAM & HAMBURG	16th Sept.
"ALDERAMIN"	Oct.	AMSTERDAM & HAMBURG	16th Oct.

For full particulars please apply to:-

JAVA-CHINA-JAPAN LIJN.

General Agents,

Tel. No. 1874

York Building.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and
 NEW YORK

S.S. "CELTIC PRINCE" ... 16th Aug. (via Suez).

For Freight and full particulars apply to:-

FURNESS, (FAR EAST) LIMITED,

Telephone 2165.

St. George's Building

(18)

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 10th July.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CAIRO, SUEZ and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
(Managing Agents)"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG

... "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.
THE BANK LINE, LTD.,
or to REISS & CO. CANTON. General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

"DEUCALION" ... via Suez Canal ... 3rd July.
"CITY OF NORWICH" ... via Suez Canal ... 15th July.

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & SINGAPORE	"CHINGHUA"	On 22nd June, 10 A.M.
AMOI & SHANGHAI	"BOUCHOW"	On 23rd June, Noon.
WUHAN, CHONGKING & TIENTSIN	"HUICHOW"	On 24th June, 4 P.M.
SHANGHAI & TIENTSIN	"SUICHOW"	On 25th June, 4 P.M.
SWATOW & HANGKOW	"KASONG"	On 26th June, 10 A.M.
SHANGHAI & FUKOW	"SINKANG"	On 28th June, Noon.
SHANGHAI	"SUNNING"	On 30th June, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 2 to 10 Days)

"HAILONG" ... 1 Capt. W. Couper FRIDAY, June 24th, at 12 Noon.
"BAIHONG" ... 1 Capt. W. C. Passmore TUESDAY, June 28th, at 12 Noon.
"BAICHING" ... 1 Capt. A. H. Stewart FRIDAY, July 1st, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DEITA"	8,000	25th June 7 A.M.	Marseilles, London & Antwerp
"DILWARA"	8,400	28th July	Singapore, Colombo & Bombay
"SYRIA"	7,000	22nd July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"MANILA"	7,200	19th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	2nd Sept.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" | 6,949 | 24th June | Calcutta via Sapore Pang & B'goon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong	Destination
"EASTERN"	4,500	27th June	Sandakan, Thursday Island
"KASOWNA"	7,000	25th July	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong	Destination
"TORILLA"	5,200	22nd June 10 A.M.	Shanghai & Kobe.
"EUBALUS"	3,700	26th June Noon.	Swatow & Amoy.
"DILWARA"	8,400	27th June	Shanghai only.
"SYRIA"	7,000	28th June	Shanghai & Japan.
"KALYAN"	9,000	6th July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in list of the section of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DONALD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
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22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"SIAM MARU" ... Saturday, 25th June

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE

"TACOMA MARU" ... Friday, 8th July

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"KASADO MARU" ... Wednesday, 29th June

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly services

"BUSHO MARU" ... Friday, 1st July

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Saturday, 9th July

"ARIZONA MARU" ... Wednesday, 30th July

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... Thursday, 23rd June

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Yokohama & Kobe

"HIMALAYA MARU" ... Sunday, 28th June

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office

"KAIJO MARU" ... Sunday, 27th June

TAKAO via SWATOW & AMOI

"BOHBU MARU" ... Thursday, 30th June

For sailing dates and further particulars please apply to—

YABUDA, Manager, No. 1 Queen's Building, 30

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily fresh Meat Diet is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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PASSENGER AND FREIGHT SERVICE.

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(Calling Shanghai & Japan Ports)

S.S.	From Hongkong	Arrive Seattle
"WHEATLAND MONTANA"	July 27th	Sept. 2nd.
"SILVER STATE"	Aug. 13th	Sept. 18th.
"CR. SKEETS"	Aug. 13th	Sept. 18th.
"CRYSTONE STATE"	Sept. 2nd	Sept. 22nd.
"WENATCHEE"	Oct. 2nd	Oct. 22nd.

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama)

S.S. "COAXET" ... July 22nd

Through Bills of Lading issued to Overland Common points.
Passenger and Freight Particulars.

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Telephones 2477 & 2478.

5th Floor, Hotel Mansions. [71]

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REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

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S.S. "CADARETTA" ... Sailing July 5th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SUBUGA" ... to NEW YORK ... June 22nd.

S.S. "BELLFLOWER" ... to NEW YORK ... July 15th.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	RECEIVE DATES
SHANGHAI	"P. ETHIOP" ... 20,000 ... On or about 16th July.	

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUEZ, PORT SAID	"PAUL LECAT" ... 20,000 ... On or about 22nd June
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

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Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" June 30th.

For Freight and Passage, apply to—

YAN CHINA & AUSTRALIA S.S. CO., LTD.
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118, Consueat Road, Central

Tel. 3307

